# *Daily Diary Report by Bid Item*

**Contract No.:** 04-0120F4
**Diary #:** 966 **Const Calendar Day:** 539 **Date:** 25-Nov-2013 **Monday**
**Inspector Name:** Brignano, Bob **Title:** Transportation Engineer
**Inspection Type:**
**Shift Hours:** **Break:** **Over Time:**
**Federal ID:**
**Location:**
**Reviewer:** Schmitt, Alex **Approved Date:** **Status:** Submit

**04-0120F4**
**04-SF-80-13.2/13.9**
**Self-Anchored**
**Suspension Bridge**

**Weather**

**Temperature** **7 AM** **12 PM** **4PM**
**Precipitation** **Condition** clear

Working Day ☑ If no, explain:

**Diary:** Dispute ☐

**General Comments**

CCO 314, SAMPLING AND TESTING A354 GRADE BD MATERIAL:

ABF ironworkers Barry Rothman and Rob Martell and laborer Carlos (Pedro) Garcia work on CCO 314 for most of the day. For all three, there are portions of the day on non-CCO 314 operations elsewhere at the Pier 7 warehouse area. The shift is 0700 to 1730, for 8 hours regular and 2 hours at 1.5x OT.

The ironworkers do prep work on the wet chambers for Test Rigs #6 through #11. They tighten the plug bolts at the bottom of the wet chamber that are in the holes originally intended for the reference electrode – VGO only installed the bolt and sleeve, leaving the underside nut and washer for ABF to tighten whenever they no longer wanted to have a drain. The ironworkers caulk the backing bar joints inside the wet chambers using the approved Permatex Ultra Black Maximum Oil Resistance RTV Silicone Gasket Maker – the epoxy paint applied in the shop sometimes does not bridge the interface between the backing bar and the test rig plate. The ironworkers use a tap to chase the drill and tap holes in the tops of the test rigs where the VGO thermocouple probe will be inserted. Then the chased threads in the drill and tap holes are painted with epoxy paint by the ironworkers. Also, the A325 plug bolt in place of the originally planned reference electrode is painted with epoxy paint by the ironworkers. Epoxy paint is also used as brush applied touchup paint in any areas where there are any issues in the wet chamber with the shop applied paint, particularly in the two other instrumentation/watering holes in the top of each wet chamber where the epoxy paint does not have full spray applied coverage from the shop. The epoxy paint is Carboguard 890 from a touchup kit provided by XKT/ABC (suppliers of the original test rigs). Previously, all of these wet chamber activities are mostly completed on Test Rigs #6, #7, and #8, with little work done on Test Rigs #9, #10, and #11. Today, work is completed at Test Rigs #6 through #11.

The ironworkers also remove the jacking beams at Test Rigs #6 through #11. They had previously been test fit at these locations, but they conflict with the installation of the rods in the test rigs, so they need to be set aside until after that operation. The beams are set on the ground at the end of the slabs.

Laborer Carlos (Pedro) Garcia works to partially build the SWPPP containment under the wet chambers of Test Rigs #6 through #11 with 2x4's caulked to the concrete slab. Three of the four sides of the SWPPP containment can be installed at each of these test rigs where the end plate has not been installed yet. The fourth side of the SWPPP containment cannot be installed yet, because the 2x4 would conflict with the installation of the end plate and the tensioning of the end plate bolts.

The test rods (State furnished, galvanized A354 Grade BD) for Test Rigs #6 through #11 were scheduled to arrive from Dyson last week, but they did not arrive. These are the rods that have already been successfully test fit in the couplers. The cylindrical sleeve for Test Rig #7 has also been successfully test

fit on the rod. The 6 test rods were packaged at Dyson last week on Tuesday 11/19/2013. The material arrives today at approximately 1300. After arrival of the pallet with the rods, the material is moved from the warehouse area (where it was unloaded from the truck) to the test rig area. ABF ironworkers had previously set up 12x12 timbers to elevate and separate the rods for the subsequent operations.

On the 6 test rods, CT METS needs to do hardness testing on the ends and MT on the threads. From CT METS are inspectors Scott Croff and James Doe between 1400 and 1600. ABF ironworkers grind the ends of the rods (Test Rigs #6 and #7) that require more prep for hardness. ABF ironworkers and the CT METS inspectors clean rod threads for MT. The MT does not happen today and is scheduled for tomorrow after the cleaned threads dry. At the end of today's cleaning of the rods, the material is covered with visqueen to keep the rods dry over night.

ABF Engineer Kelvin Chen spends part of today working in the office and field on CCO 314 issues.

VGO is not working on site today. Dave Van Dyke from VGO is in the Bay Area, but is not working on the job today.

There is a hydraulic pump (Powerteam) on idle/standby at the work area. A generator – Whisperwatt 7000 – ABF ID 002343 is used briefly today. A compressor – IR P185R – ABF ID 002075 is on idle/standby at the work area. The ironworkers have a Kubota Cart. A Hyster 155 forklift is used for parts of the morning.

Note that there is k-rail at this work area. Some of the k-rail is rented and addressed by the rental agreement. Some of the k-rail is ABF's k-rail (27 pcs @20' and 8 pcs @10') used on site and paid as rented from ABF on a daily basis. However, one of the purchased 10' k-rail and one of the rented 20' k-rail have been removed at some point by ABF's ironworkers. To compensate, the ABF k-rail quantities will be reduced by one for each length. To elevate the k-rail, crane mats and timber blocking (12x12's) are in use. The k-rail quantities are as follows:
10' bought k-rail = 20 pieces (minus 1 missing)
10' ABF k-rail = 8 pieces
20' rented k-rail = 22 pieces (minus 1 missing)
20' ABF k-rail = 27

See Victor Altamirano diary for labor/equipment details, including the agreed extra work with ABF per a signed Extra Work Order with ABF for CCO 314 work.

ITEM 101 TRAVELER SUPPORT RAIL;
HIGH STRENGTH FASTENER ASSEMBLY:

LeJeune Shipment 183 arrives today with one rocap lot of 5/8" diameter bolt assemblies for use at the traveler rail supports. This shipment arrives approximately 1300 at the Pier 7 warehouse area. The material is unloaded by ABF with an operator or ironworker in a forklift. This material in bolt kegs is on one pallet. The METS QA sampling and ABF QC sampling (Pre-Installation Testing) is not today and will be tomorrow.

Note that this material was shipped without prior QA sampling at the source (LeJeune), QA testing at Translab, and QA release at the source (LeJeune). This was per agreement with ABF, LeJeune, CT METS, and CT Construction to expedite material delivery to the site, expedite testing, and reduce METS travel expenses. Note that the suppliers of the individual components (bolts, washers, galvanizing)